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ALERT OPERATORS TRANSMISSION - AOT

SUBJECT: ATA 32 – Main Landing Gear Door Actuator quality issue during manufacturing

AIRCRAFT TYPE: A318, A319, A320, A321

OUR REF.: A32N033-24 Rev 03 dated 25-MAR-2026

OUR PREVIOUS REF:

- A32N033-24 Rev 02 dated 30-Jun-2025 (effective date 10 July 2025).
- A32N033-24 Rev 01 dated 20-May-2025 (effective date 30 May 2025).
- A32N033-24 Rev 00 dated 29-Oct-2024 (effective date 08 Nov 2024).

EFFECTIVITY DATE: 06 April 2026

Export Control: Not Technical

0. REASON FOR REVISION

This AOT is revised in order to:

- Provide an alternative procedure for detailed inspection of the MLG Door actuator directly on the A/C by using X-Ray inspection in accordance with the Vendor Service Bulletin (VSB) 114122-32-108 revision 01
- Clarify the reporting paragraph to avoid operators to report the repetitive inspection results if nil finding

- NOTE There is no change on the LIST OF SUSPECTED MLG DOOR ACTUATOR P/N114122015 SERIAL NUMBERS (appendix 1) between AOT at rev 02 and AOT at rev 03
- NOTE: There is no additional work required by this revision 03 of this AOT A32N033-24

*The revised paragraphs of this AOT are indicated between ***BEG REV*** and ***END REV****

1. AIRCRAFT AFFECTED

A/C type	Serie
A318	A318-100
A319	A319-100
A319	A319-100N
A320	A320-200
A320	A320-200N
A321	A321-100
A321	A321-200
A321	A321-200N
A321	A321-200NX
A321	A321-200NY

Aircraft Manufacturer Serial Number (MSN) after 12351 are not affected by this AOT if and only if the MLG Door Actuators have never been replaced since aircraft delivery.

2. REFERENCED DOCUMENTATION

2.1 APPENDIX

Appendix 1: LIST OF SUSPECTED MLG DOOR ACTUATOR P/N 114122015 SERIAL NUMBERS.

Appendix 2: MLG Door Actuator inspection measurement figure.

Appendix 3: MLG Door Actuator Reporting sheet.

Appendix 4: Repair procedure - MLG Door Actuator replacement and hydraulic lines flushing.

BEG REV

Appendix 5: Procedure of 'X Ray' inspection of the actuator on aircraft, to examine the Locking Ring, in accordance to the Vendor Service Bulletin (VSB) 114122-32-108 revision 01

END REV

2.2 REFERENCES

- Reference 1: CMM 32-31-35 COMPONENT MAINTENANCE MANUAL WITH ILLUSTRATED PARTS LIST MLG DOOR ACTUATOR.
- Reference 2: SB A320-32-1407 LANDING GEAR - NORMAL EXTENSION AND RETRACTION – MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
- Reference 3: MOD 153655 LANDING GEAR - NORMAL EXTENSION AND RETRACTION - MODIFY THE MLG DOOR ACTUATOR DAMPING MECHANISM
- Reference 4: AMM task 32-31-35-000-001-A - Removal of the MLG Door Actuating-Cylinder.
- Reference 5: AMM task 32-31-35-400-001-A - Installation of the MLG Door Actuating-Cylinder.
- Reference 6 : Airbus Retrofit Information Letter (RIL) Ref. SA32M24002217 latest revision (associated to ISI 32.31.00101).
- Reference 7: AMM TASK 32-12-00-010-001-A Open the Main Gear Doors for Access.
- Reference 8: AMM TASK 32-12-00-410-001-A Close the Main Gear Doors after Access.
- Reference 9: AD 2024-0216 Landing Gear – Main Landing Gear Door Actuators – Inspections (issue date 2024-11-15).

BEG REV

- Reference 10: AD 2025-0158R1 Landing Gear – Main Landing Gear Door Actuators – Inspections (issue date 2025-SEP-12)

- Reference 11: TRIUMPH VSB 114122-32-108 revision 01 CHECK OF LOCKING RING IN THE MAIN LANDING GEAR DOOR ACTUATOR 114122015.

END REV

3. REASON

BEG REV

The purpose of this AOT is to inform A320 Family operators of recent cases of Main Landing Gear (MLG) Door Actuator Part Number (P/N) 114122015 internal damage. It requests A320 Family operators to check the MLG Door Actuator Serial Numbers (S/N) fitted on their aircraft and perform a weekly on wing inspection of the suspected units listed in appendix 1 pending replacement or detailed inspection of the suspected parts.

END REV*

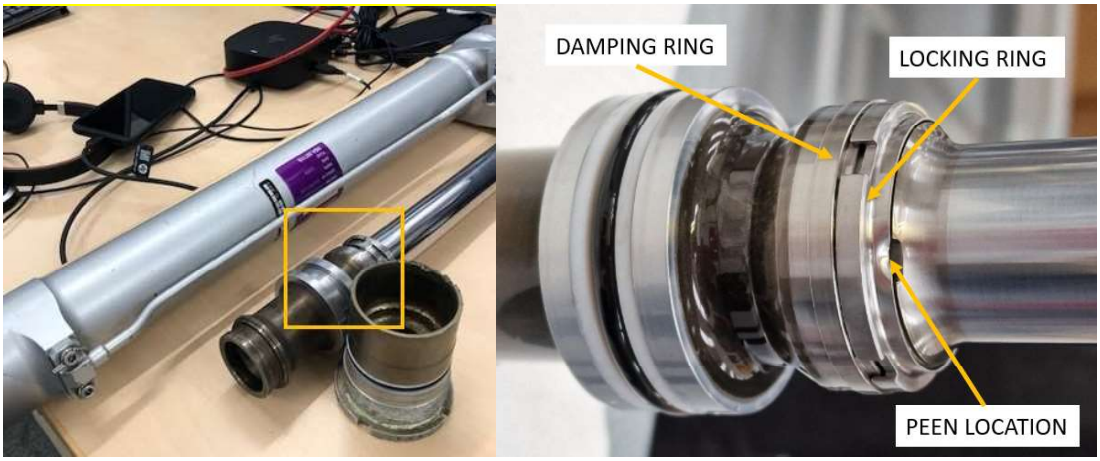
3.1 FACTS

3 aircraft fitted with MLG Door Actuator P/N 114122015 were reported having experienced issues with the opening of the MLG door during maintenance operations. Operators reported either the inability to install the door actuator maintenance lock sleeve due to a reduced rod extension or a jamming of the MLG Door during opening with Ground Door Opening system.

Following release of AOT at initial rev, it was reported 2 cases of inability to retract the landing gear after take-off that were associated with MLG Door Actuator P/N 114122015 not listed in the original suspected population (Appendix 1 List A).

3.2 HISTORY/BACKGROUND

The MLG Door Actuator includes a damping device at the end of the stroke that provides progressive damping during extension. This damping device is composed of a damping ring (item 2-140 of CMM 32-31-35) held in place by a threaded locking ring (item 2-135 of CMM 32-31-35). In addition to the torque, this locking ring is locked in place by a deforming (peening) process on the piston rod.



3.3 ROOT CAUSE

The shop inspection of the failed MLG Door Actuators P/N 114122015 showed the threaded locking ring unscrewed and the piston damping ring and adjacent part damaged (see example of the damage on the following picture).

As a result of the locking ring being unscrewed, the damping ring and the adjacent part became detached and damaged during actuator operation.

3.4 INVESTIGATION

Laboratory investigation of the failed MLG Door Actuators P/N 114122015 showed that the threaded locking ring had not been deformed (not peened) as required by the assembly process (reference 1 - paragraph Assembly - 2. Procedure - C.8.h).

An in-depth quality investigation performed by AIRBUS and the Original Equipment Manufacturer (TRIUMPH) has determined that the piston assembly was not assembled correctly.

In the frame of the investigation, a first batch of suspected MLG Door Actuator that may not have a deformed (not peened) locking ring has been defined in appendix 1 list A (corresponding to the original list published in AOT A32N033-24-rev00).

Following the original release of AOT at rev 00 it was found in service 3 actuators not in the originally defined batch (list A) with the locking ring not peened. This led to further quality investigations with TRIUMPH confirming that the peening operation was missed during the manufacturing of the unit. A new suspected population of actuators that may not have been assembled correctly has been defined in appendix 1 list B.

Corrective actions have been set up by TRIUMPH in order to reinforce their quality check process.

NOTE: This quality issue does not question the redesign of the MLG Door Actuator damping mechanism introduced by reference 2 and reference 3.

3.5 CONSEQUENCES

Damage to the internal parts may result in the slow extension of the actuator rod delaying the MLG Door operation or stopping just before the end of stroke, preventing the door from reaching the fully open position. Ultimately, it may prevent the extension of the Main Landing Gear by the normal system and the alternate system (free-fall).

4. OBJECTIVES OF THIS AOT

BEG REV

This AOT requests A320 Family operators to check the MLG Door Actuator S/N fitted on their aircraft and perform a repetitive on-wing inspection (refer to paragraph 5.6.2) for MLG Door Actuators listed in appendix 1. This inspection must be performed weekly until the replacement or the accomplishment of detailed inspection of the suspected door actuators (refer to paragraph 5.6.3).

***END REV**

5. MAINTENANCE PROCEDURE

NOTE: This AOT is classified mandatory or expected to be classified mandatory by an Airworthiness Directive (AD). If the instructions of this AOT are marked as Required for Compliance (RC), the operator must follow the instructions as indicated. These instructions are introduced by “in accordance with”.

NOTE: The instructions of this AOT include procedures given in other documents or in other sections of the AOT. If the instructions of this AOT are NOT marked as Required for Compliance (RC), the operator can use an alternative procedure accepted by his/her local authority. These instructions are introduced by “refer to”.

NOTE: When this AOT gives the access or close-up instructions with no return to service tests, the operator can adapt these instructions to add flexibility to the maintenance operations. The technical intent of this AOT must comply with the set parameters.

5.1 PLANNING - (RC)

- For A/C before MSN 11545, Within 2 weeks from the effective date of this AOT at rev 01, perform a check of the MLG Door Actuators S/N fitted on all affected aircraft as per paragraph 5.6.1.
- For A/C after MSN 11545, within 2 weeks from the effective date of this AOT at rev 02, perform a check of the MLG Door Actuators S/N fitted on all affected aircraft as per paragraph 5.6.1.

- For A/C before MSN 11545, within 2 weeks from the effective date of this AOT at rev 01, perform a repetitive inspection at intervals not to exceed 8 calendar days or 5 FC, whichever occurs later, as per paragraph 5.6.2 on aircraft fitted with a suspected MLG Door Actuator S/N listed in appendix 1.
- For A/C after MSN 11545, within 2 weeks from the effective date of this AOT at rev 02, perform a repetitive inspection at intervals not to exceed 8 calendar days or 5 FC, whichever occurs later, as per paragraph 5.6.2 on aircraft fitted with a suspected MLG Door Actuator S/N listed in appendix 1.

****BEG REV****

– Within 12 months from the effective date of this AOT at rev 00 (8 Nov 2024):

  - Replace or remove and inspect the suspected MLG Door Actuators listed in appendix 1 list A as per paragraph 5.6.3.1 with non-suspected MLG Door Actuators,

    Or

  - Perform on aircraft a detailed X-ray inspection of the suspected MLG Door Actuators listed in appendix 1 list A as per paragraph 5.6.3.2

- Within 18 months from the effective date of this AOT at rev 01 (30 May 2025).

  - Replace or remove and inspect the suspected MLG Door Actuators listed in appendix 1 list B as per paragraph 5.6.3.1 with non-suspected MLG Door Actuators,

    Or

  - Perform on aircraft a detailed X-ray inspection of the suspected MLG Door Actuators listed in appendix 1 list B as per paragraph 5.6.3.2

****END REV****

5.2 MANPOWER

- The estimated time to perform the check of the MLG Door Actuators S/N as per paragraph. 5.6.1 is 0.5 Man hours.
- The estimated time to perform the weekly on wing inspection of a suspected MLG Door Actuator as per paragraph 5.6.2 is 1.5 Man hours.

****BEG REV****

- The estimated time to perform the replacement of a suspected MLG Door Actuator as per terminating action paragraph 5.6.3.1 is 3 Man hours.

****END REV****

- The estimated time to perform the repair and replacement of a suspected MLG Door Actuator as per paragraph 5.6.4 in case of findings during the weekly inspection is 7 Man hours.

****BEG REV****

- The estimated time to perform on aircraft a detailed X-ray inspection of a suspected MLG Door Actuator as per paragraph 5.6.3.2 is 1.5 Man hours

****END REV****

5.3 ACCESS

- AMM task 32-12-00-010-001-A - Open the Main Gear Doors for Access.
- AMM task 32-12-00-410-001-A - Close the Main Gear Doors after Access.

5.4 INSPECTION – (RC)

Perform the inspections detailed in paragraph 5.6 INSTRUCTIONS.

5.5 FINDINGS

Refer to the instruction in paragraph 5.6 INSTRUCTIONS.

5.6 INSTRUCTIONS

5.6.1 MLG Door Actuator S/N check - (RC)

****BEG REV****

NOTE: There is no change on the LIST OF SUSPECTED MLG DOOR ACTUATOR P/N 114122015 SERIAL NUMBERS (appendix 1) between AOT at rev 02 and AOT at rev 03.

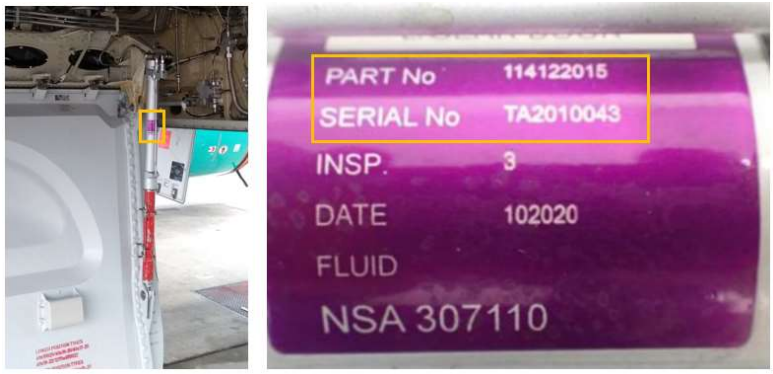
****END REV****

1/ Perform a check of the MLG Door Actuator P/N and S/N fitted. This can be done by either:

A) Check the Landing Gear records of the affected aircraft to determine the LH and the RH MLG Door Actuator Part Number (P/N) and Serial Number (S/N) fitted.

Or.

B) As an alternative to the landing gear records check, the P/N and the S/N can be checked physically on the nameplate (CMM 32-31-35 item 2-240) localized on the cylinder middle area (see following picture).



a) Open the MLG Door refer to AMM TASK 32-12-00-010-001-A Open the Main Gear Doors for Access.

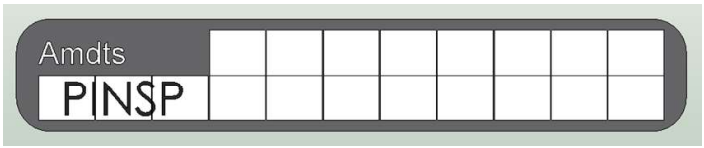
b) Check the LH and the RH MLG Door Actuator Part Number (P/N) and Serial Number (S/N).

c) Close the MLG Door refer to AMM TASK 32-12-00-410-001-A Close the Main Gear Doors after Access.

2/ Check if the MLG Door Actuators S/N of the affected aircraft are in one of the lists of appendix 1.

- If the LH and the RH MLG Door Actuators S/N of the affected aircraft are not listed in the appendix 1 lists then No further action is necessary by this AOT.
- If one or both of the MLG Door Actuators S/N of the affected aircraft are listed in the appendix 1 lists then go to the step 3.

3/ Check physically if the amendment plate (CMM 32-31-35 item 2-220) of the MLG Door Actuator listed in the appendix 1 lists has the reference “PINSP” scribed (see pictures below).



- If the LH and the RH MLG Door Actuators S/N fitted on affected aircraft are listed in the appendix 1 lists and the amendment plates are scribed with the reference “PINSP” then no further action is necessary by this AOT.
- If one or both MLG Door Actuators S/N fitted on the effected aircraft are listed in the appendix 1 lists and the reference “PINSP” are not scribed on the amendment plates report to AIRBUS (refer to paragraph 8. REPORTING) and go to step 4.

NOTE: Any actuator listed in Appendix 1 lists with the ref “PINSP” scribed on the Amendment plate, is no longer considered suspected. No actions are required for actuators listed in appendix 1 lists with reference “PINSP” scribed on the amendment plate.

4/ Repetitive inspection

For A/C before MSN 11545, within 2 weeks from the effective date of this AOT at rev 01, perform a repetitive inspection at intervals not to exceed 8 calendar days or 5 FC, whichever occurs later, as per paragraph 5.6.2 on the suspected MLG Door Actuator listed in appendix 1.

For A/C after MSN 11545, within 2 weeks from the effective date of this AOT at rev 02, perform a repetitive inspection at intervals not to exceed 8 calendar days or 5 FC, whichever occurs later, as per paragraph 5.6.2 on the suspected MLG Door Actuator listed in appendix 1.

NOTE: Any MLG Door Actuator P/N114122015 is considered suspected if its S/N is listed in appendix 1 lists and there is no reference “PINSP” scribed on the amendment plate.

****BEG REV****

5/ MLG Door Actuator replacement or detailed inspection

For aircraft fitted with actuator(s) listed in Appendix 1 list A:

Replace or perform a detailed inspection of the suspected MLG Door Actuators listed in appendix 1 list A as per paragraph 5.6.3 within 12 months from the effective date of the AOT at rev 00 (08 Nov 2024).

For aircraft fitted with actuator(s) listed in Appendix 1 list B:

Replace or perform a detailed inspection of the suspected MLG Door Actuators listed in appendix 1 list B as per paragraph 5.6.3 within 18 months from the effective date of the AOT at rev 01 (30 May 2025).

****END REV****

5.6.2 MLG Door Actuator on wing inspection

Accomplish the following repetitive inspection at intervals not to exceed 8 calendar days or 5 FC, whichever occurs later, until all suspected MLG Door Actuators fitted on the aircraft have been replaced or repaired as per paragraph 5.6.3 or 5.6.4.

WARNING:
PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

-THE FLIGHT CONTROLS
-THE FLIGHT CONTROL SURFACES
-THE LANDING GEAR AND THE RELATED DOORS
-COMPONENTS THAT MOVE.

MOVEMENT OF COMPONENTS CAN KILL OR CAUSE INJURY TO PERSONS AND/OR CAN CAUSE DAMAGE TO THE EQUIPMENT.

CAUTION:

ALWAYS OBEY THE PRECAUTIONS THAT FOLLOW TO KEEP ELECTRICAL WIRING IN A SATISFACTORY CONDITION (ELECTRICALLY AND MECHANICALLY SERVICEABLE). WHEN YOU DO MAINTENANCE WORK, REPAIRS OR MODIFICATIONS, ALWAYS KEEP ELECTRICAL WIRING, COMPONENTS AND THE WORK AREA AS CLEAN AS POSSIBLE. TO DO THIS:

- PUT PROTECTION, SUCH AS PLASTIC SHEETING, CLOTHS, ETC; AS NECESSARY ON WIRING AND COMPONENTS.
- REGULARLY REMOVE ALL SHAVINGS, UNWANTED MATERIAL AND OTHER CONTAMINATION.

THESE PRECAUTIONS WILL DECREASE THE RISK OF CONTAMINATION AND DAMAGE TO THE ELECTRICAL WIRING INSTALLATION.

IF THERE IS CONTAMINATION, REFER TO ESPM 20-55-00.

5.6.2.1 Job Set-up

A. Safety Precautions

(1) Make sure that the aircraft is electrically grounded Ref. AMM TASK 12-34-24-869-002.

(2) As necessary, use the applicable SAFETY BARRIER(S), specified by the operator's instructions and your local regulations.

(3) On panel 400VU:

-Make sure that the landing-gear control lever is in the DOWN position
-Put WARNING NOTICE(S) in position to tell persons not to operate the landing gear.

(4) Put WARNING NOTICE(S) adjacent to the landing gear doors to tell persons not to go near the landing gear doors.

B. Aircraft Maintenance Configuration

(1) Make sure that the aircraft electrical circuits are de-energized Ref. AMM TASK 24-41-00-862-002.

(2) Make sure the MLG doors are closed Ref. AMM TASK 32-12-00-410-001.

5.6.2.2. Procedure - (RC)

WARNING:

MAKE SURE THAT THE TRAVEL RANGES OF THE LANDING GEAR DOORS ARE CLEAR.

ACTION	RESULT
1.Move the applicable ground door-operating handle to the OPEN position Ref. AMM TASK 32-12-00-010-001. Wait for 30 seconds.	-The related MLG door moves to the fully open position -The applicable MLG door actuating-cylinder is vertical.
2.Make sure that the movement of the MLG door actuating-cylinder is smooth and continuous.	-The movement of the MLG Door Actuating cylinder is smooth and continuous.
3.Move the MLG door with your hand through approximately 30 degrees and back to the fully open position.	-The movement of the MLG door actuating-cylinder must be smooth and continuous. There must be hydraulic resistance only.
4.Measure the dimension (DIM A) with the MLG door fully opened (appendix 2).	-The dimension (DIM A) must not be less than 385 mm (15.157 in.).

5. If the MLG Door Actuator fails any of the above 4 inspections checks, it must be replaced before next flight in accordance with repair procedure of paragraph 5.6.4.

Report to AIRBUS and TRIUMPH (refer to paragraph 8. REPORTING).

6. If nil findings go to paragraph 5.6.2.3. Close up.

BEG REV

NOTE: There is no need to report to AIRBUS and TRIUMPH the result of the repetitive on wing inspection if there is nil finding.

END REV

5.6.2.3. Close-up

A. Close Access

(1) Make sure that the work area is clean and clear of tools and other items.

(2) Close the MLG doors Ref. AMM TASK 32-12-00-410-001.

B. Removal of Equipment

(1) Remove the WARNING NOTICE(S).

(2) Remove the SAFETY BARRIER(S).

(3) Remove the ground support and maintenance equipment, the special and standard tools and all other items.

5.6.3 Terminating action

BEG REV

There are 2 options for completion of the terminating action:

- Option 1: Remove the suspected MLG door actuators for shop inspection, refer to paragraph 5.6.3.1

Or

- Option 2: On aircraft, perform the detailed inspection of the suspected MLG door actuators with X-ray refer to paragraph 5.6.3.2

5.6.3.1 Removal of the suspected MLG door actuators for shop inspection

1) Replacement of the suspected MLG door actuators – (RC)

For aircraft fitted with actuator(s) listed in Appendix 1 list A:

- Do the replacement of the suspected MLG Door Actuators. Refer to reference 4 and reference 5.

NOTE: The suspected MLG Door Actuators listed in appendix 1 list A must be replaced within 12 months from the effective date of the AOT at rev 00 by MLG Door Actuators not listed in appendix 1 lists or listed in appendix 1 lists with the reference “PINSP” scribed on the amendment plate (item 2-220 of CMM 32-31-35).

For aircraft fitted with actuator(s) listed in Appendix 1 list B:

- Do the replacement of the suspected MLG Door Actuators. Refer to reference 4 and reference 5.

NOTE: The suspected MLG Door Actuators listed in appendix 1 list B must be replaced within 18 months from the effective date of the AOT at rev 01 by MLG Door Actuators not listed in appendix 1 lists or listed in appendix 1 lists with the reference “PINSP” scribed on the amendment plate (item 2-220 of CMM 32-31-35).

NOTE: Any MLG Door Actuator is considered suspected if its S/N is listed in appendix 1 lists and there is no reference “PINSP” scribed on the amendment plate. After the replacement of all suspected MLG Door actuators fitted on the aircraft, no further action is required from this AOT.

2) Report the applicable data

Record the applicable data of the removed parts on the reporting sheet (appendix 3) and send a copy to AIRBUS (see paragraph 8. REPORTING for détails).

3) Return or shop inspection of the removed suspected MLG Door Actuators – (RC)

The removed suspected MLG Door Actuators can either be sent back to AAR for inspection (unless otherwise directed by TRIUMPH) OR can be inspected in shop as per VSB 114122-32-108 instructions (reference 11).

a. Return the removed suspected MLG Door Actuators with a copy of the reporting sheet (appendix 3) to AAR (unless otherwise directed by TRIUMPH).

AAR - Aircraft Component Services,

Kruisweg 705,

2132 ND Hoofddorp,

Netherlands

Refer to Airbus Retrofit Letter SA32M24002217 latest revision for further details.

Or

b. Inspect in shop the suspected MLG door actuators as per the VSB 114122-32-108 “CHECK OF LOCKING RING IN THE MAIN LANDING GEAR DOOR ACTUATOR 114122015” (reference 11).

Report to AIRBUS and TRIUMPH any MLG door actuator found with locking ring not peened (refer to paragraph 8. REPORTING). Refer to Airbus Retrofit Letter SA32M24002217 latest revision for further details

NOTE: VSB 114122-32-108 for shop inspection of the suspected MLG door actuator is available on AIRBUS World.

5.6.3.2 On aircraft detailed inspection of the suspected MLG door actuators with X-ray - (RC)

- Perform on aircraft a detailed Inspection with X-ray of the suspected MLG door actuators as per procedure of Appendix 5

  NOTE: The suspected MLG Door Actuators listed in appendix 1 list A must be inspected with X-ray within 12 months from the effective date of the AOT at rev 00

  NOTE: The suspected MLG Door Actuators listed in appendix 1 list B must be inspected with X-ray within 18 months from the effective date of the AOT at rev 01

  NOTE: Any MLG Door Actuator is considered suspected if its S/N is listed in appendix 1 lists and there is no reference “PINSP” scribed on the amendment plate.

- If the locking ring is not peened (not deformed):
  - The actuator must be replaced before next flight in accordance with AMM task 32-31-35-000-001-A - Removal of the MLG Door Actuating-Cylinder and AMM task 32-31-35-400-001-A - Installation of the MLG Door Actuating-Cylinder.
  - The actuator must be returned for shop inspection in accordance with paragraph 5.6.3.1 (3).

- If the locking ring is peened (deformed):
  - Ensure that the amendment plate is scribed with the text “PINSP” in accordance with VSB 114122-32-108 revision 1 instructions
  - Report to AIRBUS and TRIUMPH (refer to paragraph 8. REPORTING).

    Refer to Airbus Retrofit Letter SA32M24002217 latest revision for further details.
  - No further action is required from this AOT.

END REV

5.6.4 Repair procedure – (RC)

If the suspected MLG door actuator fails the on-wing inspection check detailed in paragraph 5.6.2.2, do the repair procedure in accordance with appendix 4 prior to next flight.

Appendix 4 provides the required procedure to flush the potential contamination from the hydraulic landing gear extension and retraction lines in addition to the replacement of the MLG Door Actuator.

NOTE: Flushing is required as debris resulting from the internal damping mechanism components damage may contaminate the MLG Door Actuator hydraulic lines.

5.7 SPARES AND TOOLING

Airbus launches a monitored retrofit campaign to support the replacement of suspected Main Landing Gear Door Actuator S/N of appendix 1. Please refer to the RIL (Retrofit Information Letter) SA32M24002217 latest revision for further details on the industry support conditions and retrofit organization.

6. ADDITIONAL INFORMATION

6.1 FOLLOW-UP PLAN

BEG REV

Airworthiness Directive AD 2025-0158R1 (issue date Sep 12 2025) has been issued by EASA to mandate the content of this AOT at revision 02 or later approved revision.

AD 2025-0158R1 (issue date Sep 12 2025 is superseding AD 2024-0216.

END REV

6.2 IMPACTED DOCUMENTATION

This AOT has no impact on the published documentation.

7. AOT APPROVAL

The technical content of this document is approved under the authority of the DOA ref. EASA.21J.031.

8. REPORTING

Address your acknowledgment and detailed inspection results (with or without findings) to Airbus Customer Services through the In-Service Alerts and Information Cockpit tile on Airbus World by using the referenced AOT page.

BEG REV

Note that the repetitive inspection per paragraph 5.6.2 with nil findings do not need to be reported to Airbus

END REV

You can address your questions about this AOT to Airbus Customer Services through TechRequest on Airbus World, selecting Maintenance & Engineering Domain, Engineering Support section and ATA 32-31/Topic AOT A32N033-24”

For retrofit purpose, please provide your reporting sheet to Airbus Retrofit Services through the e-mail address monitored.retrofit@airbus.com

For any question related to commercial aspect, you can address your questions about this AOT to: UKEnquiries@triumphgroup.com

For any question related to spare, you can address your questions about this AOT to CustomerSupport_ams@aarcorp.com

Best Regards,

Ahmed CHABBOUH
Senior Director In-Service Engineering
Customer Care Center

Caroline CLAVEL
Vice President A320 Program Customer Services

APPENDIX 1 – LIST OF SUSPECTED MLG DOOR ACTUATOR P/N 114122015 SERIAL NUMBERS

List A – (Original list of suspected actuators as per AOT A32N033-24 Rev 00)

S/N	S/N	S/N	S/N	S/N	S/N	S/N
TA1800947	TA2007746	TA2008445	TA2008604	TA2010060	TA2010915	TA2012030
TA1904781	TA2007747	TA2008446	TA2008605	TA2010061	TA2010916	TA2012031
TA1904786	TA2007748	TA2008447	TA2008606	TA2010402	TA2010917	TA2012032
TA1909576	TA2007749	TA2008448	TA2008821	TA2010404	TA2010918	TA2012033
TA1910476	TA2007750	TA2008449	TA2009605	TA2010409	TA2011192	TA2012034
TA1910478	TA2007751	TA2008450	TA2009609	TA2010410	TA2011193	TA2012035
TA1910479	TA2007752	TA2008451	TA2009613	TA2010411	TA2011194	TA2012036
TA1911188	TA2007756	TA2008452	TA2009614	TA2010412	TA2011195	TA2012037
TA2007016	TA2007757	TA2008453	TA2009615	TA2010413	TA2011196	TA2012038
TA2007017	TA2007758	TA2008454	TA2009616	TA2010414	TA2011197	TA2012039
TA2007018	TA2007759	TA2008455	TA2009621	TA2010415	TA2011198	TA2012040
TA2007019	TA2007835	TA2008456	TA2009622	TA2010416	TA2011199	TA2012041
TA2007020	TA2007836	TA2008457	TA2009623	TA2010417	TA2011200	TA2012042
TA2007021	TA2007837	TA2008458	TA2009624	TA2010418	TA2011201	TA2012320
TA2007022	TA2007838	TA2008459	TA2009625	TA2010419	TA2011202	TA2012321
TA2007023	TA2007839	TA2008460	TA2009626	TA2010420	TA2011203	TA2012322
TA2007024	TA2007840	TA2008461	TA2009627	TA2010829	TA2011648	TA2012323
TA2007028	TA2007841	TA2008462	TA2009628	TA2010830	TA2011649	TA2012324
TA2007029	TA2007842	TA2008463	TA2010026	TA2010831	TA2011650	TA2012325
TA2007030	TA2007843	TA2008464	TA2010027	TA2010832	TA2011651	TA2012326
TA2007031	TA2007844	TA2008465	TA2010028	TA2010834	TA2011656	TA2012327
TA2007032	TA2007845	TA2008587	TA2010029	TA2010835	TA2011657	TA2012593
TA2007033	TA2007846	TA2008591	TA2010030	TA2010836	TA2011658	TA2012594
TA2007034	TA2007847	TA2008592	TA2010031	TA2010837	TA2011659	TA2012595
TA2007035	TA2007848	TA2008593	TA2010032	TA2010838	TA2012019	TA2012596
TA2007736	TA2007849	TA2008594	TA2010033	TA2010839	TA2012020	TA2113745
TA2007737	TA2007850	TA2008595	TA2010035	TA2010840	TA2012021	
TA2007738	TA2007851	TA2008596	TA2010036	TA2010841	TA2012022	
TA2007739	TA2007852	TA2008597	TA2010037	TA2010842	TA2012023	
TA2007740	TA2007853	TA2008598	TA2010050	TA2010843	TA2012024	
TA2007741	TA2007854	TA2008599	TA2010051	TA2010844	TA2012025	
TA2007742	TA2007855	TA2008600	TA2010052	TA2010911	TA2012026	
TA2007743	TA2008442	TA2008601	TA2010053	TA2010912	TA2012027	
TA2007744	TA2008443	TA2008602	TA2010058	TA2010913	TA2012028	
TA2007745	TA2008444	TA2008603	TA2010059	TA2010914	TA2012029	

List B – (Additional list of suspected actuators introduced by AOT A32N033-24 Rev 01)

NOTE: No change on the LIST OF SUSPECTED MLG DOOR ACTUATOR P/N 114122015 SERIAL NUMBERS between AOT at rev 01 and AOT at rev 02 for list A and list B.

S/N	S/N	S/N	S/N	S/N	S/N	S/N
TA2000588	TA2005325	TA2012600	TA2104844	TA2110195	TA2200518	TA2205270
TA2000589	TA2005326	TA2012878	TA2104845	TA2110197	TA2200519	TA2205271
TA2000590	TA2005510	TA2012879	TA2104846	TA2110198	TA2200520	TA2205272
TA2000591	TA2005511	TA2012880	TA2104847	TA2110199	TA2200521	TA2205273
TA2000592	TA2005512	TA2012881	TA2104848	TA2110200	TA2200522	TA2205274
TA2000593	TA2005513	TA2012882	TA2104849	TA2110202	TA2200523	TA2205275
TA2000594	TA2005514	TA2012883	TA2104850	TA2110203	TA2200524	TA2205276
TA2000595	TA2005515	TA2012884	TA2104851	TA2110204	TA2200525	TA2205277
TA2000596	TA2005516	TA2012885	TA2104852	TA2110205	TA2200526	TA2205278
TA2000597	TA2005517	TA2012886	TA2104853	TA2110206	TA2200527	TA2205279
TA2000598	TA2005518	TA2012887	TA2104854	TA2110207	TA2200528	TA2205280
TA2000599	TA2005519	TA2012888	TA2104855	TA2110208	TA2200529	TA2205281
TA2000600	TA2005520	TA2012889	TA2104856	TA2110209	TA2200530	TA2205282
TA2000601	TA2005521	TA2012890	TA2104857	TA2110210	TA2200543	TA2205283
TA2000602	TA2005522	TA2012891	TA2104858	TA2110231	TA2200544	TA2205284
TA2000603	TA2005523	TA2012892	TA2104859	TA2110232	TA2200545	TA2205285
TA2000604	TA2005524	TA2012893	TA2104860	TA2110233	TA2200546	TA2205287
TA2000605	TA2005525	TA2012894	TA2104861	TA2110234	TA2200547	TA2205288
TA2000606	TA2005526	TA2012895	TA2104862	TA2110235	TA2200548	TA2205289
TA2000607	TA2005527	TA2012896	TA2104863	TA2110236	TA2200549	TA2205290
TA2000608	TA2005528	TA2012897	TA2104864	TA2110237	TA2200550	TA2205291
TA2000609	TA2005529	TA2013227	TA2104865	TA2110238	TA2200551	TA2206231
TA2000610	TA2005530	TA2013228	TA2104866	TA2110239	TA2200552	TA2206232
TA2000611	TA2005531	TA2013229	TA2104867	TA2110240	TA2200553	TA2206233
TA2000612	TA2005532	TA2013230	TA2104868	TA2110241	TA2200554	TA2206234
TA2000613	TA2005533	TA2013231	TA2104869	TA2110242	TA2200555	TA2206235
TA2000614	TA2005534	TA2013232	TA2104870	TA2110243	TA2200556	TA2206236
TA2000615	TA2005535	TA2013233	TA2104871	TA2110244	TA2200557	TA2206237

TA2000616	TA2005536	TA2013234	TA2104872	TA2110245	TA2200558	TA2206238
TA2000617	TA2005537	TA2013235	TA2104873	TA2110246	TA2200559	TA2206239
TA2000618	TA2005878	TA2013236	TA2104874	TA2110247	TA2200560	TA2206240
TA2000619	TA2005879	TA2013237	TA2104875	TA2110248	TA2200561	TA2206241
TA2000786	TA2005880	TA2013238	TA2105148	TA2110249	TA2200562	TA2206242
TA2000787	TA2005881	TA2013239	TA2105149	TA2110250	TA2201046	TA2206243
TA2000788	TA2005882	TA2013240	TA2105150	TA2110252	TA2201047	TA2206244
TA2000789	TA2005883	TA2013241	TA2105151	TA2110253	TA2201048	TA2206245
TA2000790	TA2005884	TA2013242	TA2105152	TA2110254	TA2201049	TA2206246
TA2000791	TA2005885	TA2013244	TA2105153	TA2110255	TA2201050	TA2206247
TA2000792	TA2005886	TA2013245	TA2105154	TA2110256	TA2201051	TA2206248
TA2000793	TA2005887	TA2013246	TA2105155	TA2110257	TA2201052	TA2206249
TA2000794	TA2005888	TA2100074	TA2105156	TA2110258	TA2201053	TA2206250
TA2000795	TA2005889	TA2100075	TA2105157	TA2110259	TA2201054	TA2206251
TA2000796	TA2005890	TA2100076	TA2105158	TA2110260	TA2201055	TA2206252
TA2000797	TA2005891	TA2100077	TA2105159	TA2110261	TA2201061	TA2206253
TA2000798	TA2005892	TA2100078	TA2105160	TA2110262	TA2201062	TA2206255
TA2000799	TA2005893	TA2100079	TA2105161	TA2110263	TA2201063	TA2206256
TA2000800	TA2005894	TA2100080	TA2105162	TA2110264	TA2201064	TA2206257
TA2000801	TA2005895	TA2100082	TA2105163	TA2110265	TA2201065	TA2206258
TA2000802	TA2005896	TA2100083	TA2105164	TA2110266	TA2201071	TA2206259
TA2000803	TA2005897	TA2100084	TA2105165	TA2110267	TA2201072	TA2206260
TA2000804	TA2005898	TA2100085	TA2105166	TA2110268	TA2201073	TA2206261
TA2000805	TA2005899	TA2100404	TA2105167	TA2110269	TA2201074	TA2206262
TA2000806	TA2005900	TA2100405	TA2105540	TA2110270	TA2201075	TA2206263
TA2000807	TA2005901	TA2100406	TA2105541	TA2110271	TA2201076	TA2206264
TA2000808	TA2006308	TA2100407	TA2105542	TA2110274	TA2201077	TA2206265
TA2000809	TA2006309	TA2100408	TA2105543	TA2110275	TA2201078	TA2206266
TA2000810	TA2006310	TA2100409	TA2105544	TA2110620	TA2201079	TA2206267
TA2000811	TA2006311	TA2100410	TA2105545	TA2110621	TA2201080	TA2206268
TA2000812	TA2006312	TA2100411	TA2105546	TA2110622	TA2201081	TA2206269
TA2000813	TA2006313	TA2100412	TA2105547	TA2110623	TA2201082	TA2206270

TA2001337	TA2006314	TA2100413	TA2105548	TA2110624	TA2201083	TA2206271
TA2001338	TA2006315	TA2100414	TA2105549	TA2110625	TA2201084	TA2206272
TA2001339	TA2006316	TA2100415	TA2105550	TA2110626	TA2201085	TA2206273
TA2001340	TA2006317	TA2100416	TA2105551	TA2110627	TA2201087	TA2206274
TA2001341	TA2006318	TA2100417	TA2105552	TA2110628	TA2201088	TA2206275
TA2001342	TA2006319	TA2100418	TA2105553	TA2110629	TA2201089	TA2206276
TA2001343	TA2006320	TA2100419	TA2105554	TA2110630	TA2201090	TA2206277
TA2001344	TA2006321	TA2100420	TA2105555	TA2110631	TA2201091	TA2206278
TA2001346	TA2006322	TA2100421	TA2105556	TA2110632	TA2201092	TA2206279
TA2001348	TA2006323	TA2100422	TA2105557	TA2110633	TA2201093	TA2206280
TA2001349	TA2006324	TA2100423	TA2105558	TA2110634	TA2201094	TA2206974
TA2001350	TA2006325	TA2100424	TA2105559	TA2110635	TA2201095	TA2206975
TA2001351	TA2006326	TA2100425	TA2105872	TA2110636	TA2201096	TA2206976
TA2001352	TA2006327	TA2100426	TA2105873	TA2110637	TA2201097	TA2206977
TA2001353	TA2006328	TA2100427	TA2105874	TA2110638	TA2201098	TA2206978
TA2001354	TA2006329	TA2100665	TA2105875	TA2110639	TA2201099	TA2206979
TA2001355	TA2006330	TA2100666	TA2105876	TA2110640	TA2201100	TA2206980
TA2001356	TA2006331	TA2100667	TA2105877	TA2110641	TA2201101	TA2206981
TA2001357	TA2006332	TA2100668	TA2105878	TA2110642	TA2201687	TA2206984
TA2001358	TA2006333	TA2100669	TA2105879	TA2110643	TA2201688	TA2206985
TA2001359	TA2006334	TA2100670	TA2105880	TA2110644	TA2201689	TA2206986
TA2001360	TA2006335	TA2100671	TA2105881	TA2111602	TA2201685	TA2206987
TA2001625	TA2006336	TA2100672	TA2105882	TA2111603	TA2201686	TA2206988
TA2001626	TA2006337	TA2100673	TA2105883	TA2111604	TA2202090	TA2206989
TA2001627	TA2006338	TA2100674	TA2105884	TA2111605	TA2202091	TA2206990
TA2001628	TA2006339	TA2100675	TA2105885	TA2111606	TA2202092	TA2206991
TA2001629	TA2006340	TA2100676	TA2105886	TA2111607	TA2202093	TA2206992
TA2001630	TA2006341	TA2100677	TA2105887	TA2111608	TA2202094	TA2206993
TA2001631	TA2006342	TA2100678	TA2105888	TA2111609	TA2202300	TA2206994
TA2001632	TA2006343	TA2100679	TA2105889	TA2111610	TA2202301	TA2206995
TA2001633	TA2006344	TA2100680	TA2105890	TA2111611	TA2202302	TA2206996
TA2001634	TA2006345	TA2100681	TA2105891	TA2111612	TA2202303	TA2206997

TA2001635	TA2006346	TA2100682	TA2106160	TA2111613	TA2202304	TA2206998
TA2001636	TA2006347	TA2100683	TA2106161	TA2111614	TA2202305	TA2206999
TA2001637	TA2006348	TA2100684	TA2106162	TA2111615	TA2202306	TA2207000
TA2001638	TA2006349	TA2101093	TA2106163	TA2111616	TA2202307	TA2207001
TA2001639	TA2006350	TA2101094	TA2106164	TA2111617	TA2202308	TA2207002
TA2001640	TA2006351	TA2101095	TA2106165	TA2111618	TA2202309	TA2207003
TA2001641	TA2006352	TA2101096	TA2106166	TA2111619	TA2202310	TA2207004
TA2001642	TA2006353	TA2101097	TA2106167	TA2111620	TA2202311	TA2207005
TA2001643	TA2006354	TA2101098	TA2106168	TA2111621	TA2202312	TA2207006
TA2001644	TA2006355	TA2101099	TA2106169	TA2111622	TA2202313	TA2207007
TA2001645	TA2006356	TA2101100	TA2106170	TA2111623	TA2202314	TA2207008
TA2001646	TA2006357	TA2101101	TA2106171	TA2111624	TA2202315	TA2207009
TA2001647	TA2006358	TA2101102	TA2106172	TA2111625	TA2202316	TA2207010
TA2001648	TA2006359	TA2101103	TA2106173	TA2111626	TA2202317	TA2207011
TA2001901	TA2006360	TA2101104	TA2106174	TA2112241	TA2202318	TA2207012
TA2001902	TA2006361	TA2101105	TA2106175	TA2112242	TA2202319	TA2207013
TA2001903	TA2006362	TA2101106	TA2106176	TA2112243	TA2202320	TA2207014
TA2001904	TA2006363	TA2101107	TA2106177	TA2112244	TA2202321	TA2207015
TA2001905	TA2006364	TA2101108	TA2106178	TA2112245	TA2202322	TA2207016
TA2001906	TA2006365	TA2101109	TA2106179	TA2112246	TA2202323	TA2207017
TA2001907	TA2006366	TA2101110	TA2106414	TA2112247	TA2202324	TA2207018
TA2001908	TA2006367	TA2101111	TA2106415	TA2112248	TA2202325	TA2207019
TA2001909	TA2006368	TA2101112	TA2106416	TA2112249	TA2202326	TA2207020
TA2001910	TA2006369	TA2101443	TA2106417	TA2112250	TA2202327	TA2207021
TA2001911	TA2006370	TA2101444	TA2106418	TA2112251	TA2202328	TA2207022
TA2001912	TA2006371	TA2101445	TA2106419	TA2112252	TA2202329	TA2207023
TA2001913	TA2006372	TA2101446	TA2106420	TA2112253	TA2202330	TA2207584
TA2001914	TA2006373	TA2101447	TA2106421	TA2112254	TA2202331	TA2207585
TA2001915	TA2006374	TA2101448	TA2106422	TA2112255	TA2202332	TA2207586
TA2001916	TA2006375	TA2101449	TA2106423	TA2112256	TA2202333	TA2207587
TA2001917	TA2006376	TA2101450	TA2106424	TA2112257	TA2202334	TA2207588
TA2001918	TA2006377	TA2101451	TA2106425	TA2112258	TA2202335	TA2207589

TA2001919	TA2006378	TA2101452	TA2106700	TA2112259	TA2202337	TA2207590
TA2001920	TA2006379	TA2101453	TA2106701	TA2112260	TA2202338	TA2207591
TA2001921	TA2006988	TA2101454	TA2106702	TA2112261	TA2202339	TA2207592
TA2001922	TA2006989	TA2101455	TA2106703	TA2112262	TA2202345	TA2207593
TA2001923	TA2006990	TA2101456	TA2106704	TA2112263	TA2202346	TA2207594
TA2001924	TA2006991	TA2101457	TA2106705	TA2112264	TA2202347	TA2207595
TA2002681	TA2006992	TA2101458	TA2106706	TA2112265	TA2202348	TA2207596
TA2002682	TA2006993	TA2101459	TA2106707	TA2112587	TA2202349	TA2207597
TA2002683	TA2006994	TA2101460	TA2106708	TA2112588	TA2202350	TA2207598
TA2002684	TA2006995	TA2101461	TA2106709	TA2112589	TA2202351	TA2207599
TA2002685	TA2006996	TA2101462	TA2106775	TA2112590	TA2202352	TA2207600
TA2002686	TA2006997	TA2101463	TA2106776	TA2112591	TA2202353	TA2207601
TA2002687	TA2006998	TA2101464	TA2106777	TA2112592	TA2202354	TA2207602
TA2002688	TA2006999	TA2101465	TA2106778	TA2112593	TA2202355	TA2207603
TA2002689	TA2007000	TA2101466	TA2106779	TA2112594	TA2202356	TA2207604
TA2002690	TA2007001	TA2101781	TA2106780	TA2112595	TA2202357	TA2207607
TA2002691	TA2007002	TA2101782	TA2106781	TA2112596	TA2202358	TA2207608
TA2002692	TA2007003	TA2101783	TA2106782	TA2112597	TA2202359	TA2207609
TA2002693	TA2007004	TA2101784	TA2106783	TA2112598	TA2203724	TA2207610
TA2002695	TA2007005	TA2101785	TA2106784	TA2112599	TA2203725	TA2207611
TA2002696	TA2007006	TA2101786	TA2106785	TA2112600	TA2203726	TA2207612
TA2002697	TA2007007	TA2101787	TA2106786	TA2112601	TA2203727	TA2207613
TA2002698	TA2007008	TA2101788	TA2106787	TA2112602	TA2203728	TA2207614
TA2002699	TA2007009	TA2101789	TA2106788	TA2112603	TA2204000	TA2207615
TA2002700	TA2007010	TA2101790	TA2106789	TA2112604	TA2204001	TA2207616
TA2002701	TA2007011	TA2101791	TA2106790	TA2112605	TA2204002	TA2207617
TA2002702	TA2007012	TA2101792	TA2106791	TA2112606	TA2204003	TA2207618
TA2002703	TA2007013	TA2101793	TA2106792	TA2112607	TA2204004	TA2207619
TA2002704	TA2007014	TA2101794	TA2106793	TA2112608	TA2204108	TA2207620
TA2002705	TA2007015	TA2101795	TA2106794	TA2112609	TA2204109	TA2207621
TA2002706	TA2007753	TA2101796	TA2107048	TA2112610	TA2204110	TA2207622
TA2002707	TA2007754	TA2101797	TA2107049	TA2112611	TA2204111	TA2207623

TA2002708	TA2007755	TA2101798	TA2107050	TA2112647	TA2204112	TA2207624
TA2003265	TA2008588	TA2101799	TA2107051	TA2112648	TA2204113	TA2207625
TA2003266	TA2008589	TA2101800	TA2107052	TA2112649	TA2204114	TA2207626
TA2003267	TA2008590	TA2101801	TA2107053	TA2112650	TA2204115	TA2207627
TA2003268	TA2008607	TA2101802	TA2107054	TA2112651	TA2204116	TA2207628
TA2003269	TA2008608	TA2101803	TA2107055	TA2112652	TA2204117	TA2207629
TA2003270	TA2008609	TA2101804	TA2107056	TA2112653	TA2204118	TA2207630
TA2003271	TA2008610	TA2102131	TA2107057	TA2112654	TA2204119	TA2207631
TA2003272	TA2008822	TA2102132	TA2107058	TA2112655	TA2204120	TA2207632
TA2003273	TA2008823	TA2102133	TA2107059	TA2112656	TA2204121	TA2207633
TA2003274	TA2008824	TA2102134	TA2107060	TA2112657	TA2204122	TA2208246
TA2003275	TA2008825	TA2102135	TA2107061	TA2112658	TA2204123	TA2208247
TA2003276	TA2008826	TA2102136	TA2107062	TA2112659	TA2204124	TA2208248
TA2003277	TA2008827	TA2102137	TA2107063	TA2112660	TA2204125	TA2208249
TA2003278	TA2008828	TA2102138	TA2107064	TA2112661	TA2204126	TA2208250
TA2003279	TA2008829	TA2102139	TA2107065	TA2112662	TA2204127	TA2208251
TA2003280	TA2008830	TA2102140	TA2107066	TA2112663	TA2204128	TA2208252
TA2003281	TA2008831	TA2102141	TA2107067	TA2112664	TA2204129	TA2208253
TA2003282	TA2008832	TA2102142	TA2107447	TA2112665	TA2204130	TA2208254
TA2003283	TA2008833	TA2102143	TA2107448	TA2112666	TA2204131	TA2208255
TA2003284	TA2008834	TA2102144	TA2107449	TA2112667	TA2204132	TA2208256
TA2003285	TA2008835	TA2102145	TA2107450	TA2112668	TA2204133	TA2208257
TA2003286	TA2008836	TA2102146	TA2107451	TA2112669	TA2204134	TA2208258
TA2003287	TA2008837	TA2102147	TA2107452	TA2112670	TA2204135	TA2208259
TA2003288	TA2008838	TA2102148	TA2107453	TA2112671	TA2204136	TA2208260
TA2004022	TA2008839	TA2102149	TA2107454	TA2113018	TA2204137	TA2208261
TA2004023	TA2008840	TA2102150	TA2107455	TA2113019	TA2204138	TA2208262
TA2004024	TA2008841	TA2102474	TA2107456	TA2113020	TA2204139	TA2208263
TA2004025	TA2008842	TA2102475	TA2107457	TA2113021	TA2204140	TA2208264
TA2004026	TA2008843	TA2102476	TA2107458	TA2113022	TA2204141	TA2208265
TA2004027	TA2008844	TA2102477	TA2107459	TA2113023	TA2204142	TA2211152
TA2004028	TA2009015	TA2102478	TA2107460	TA2113024	TA2204143	TA2211153

TA2004029	TA2009016	TA2102479	TA2107461	TA2113025	TA2204144	TA2211154
TA2004030	TA2009017	TA2102480	TA2107462	TA2113026	TA2204145	TA2211155
TA2004031	TA2009018	TA2102481	TA2107463	TA2113027	TA2204146	TA2211157
TA2004032	TA2009019	TA2102482	TA2107464	TA2113028	TA2204147	TA2211158
TA2004033	TA2009020	TA2102483	TA2107465	TA2113029	TA2204148	TA2211159
TA2004034	TA2009021	TA2102484	TA2107466	TA2113030	TA2204149	TA2211160
TA2004035	TA2009022	TA2102485	TA2107927	TA2113031	TA2204150	TA2211161
TA2004036	TA2009023	TA2102486	TA2107928	TA2113032	TA2204151	TA2211167
TA2004037	TA2009024	TA2102487	TA2107929	TA2113033	TA2204152	TA2211168
TA2004038	TA2009025	TA2102488	TA2107930	TA2113034	TA2204153	TA2211169
TA2004039	TA2009026	TA2102489	TA2107931	TA2113035	TA2204154	TA2211170
TA2004040	TA2009027	TA2102490	TA2107932	TA2113036	TA2204155	TA2211171
TA2004041	TA2009028	TA2102491	TA2107933	TA2113037	TA2204156	TA2212171
TA2004042	TA2009029	TA2102492	TA2107934	TA2113038	TA2204157	TA2212172
TA2004043	TA2009030	TA2102493	TA2107935	TA2113039	TA2204158	TA2212173
TA2004044	TA2009031	TA2102919	TA2107936	TA2113040	TA2204159	TA2212174
TA2004045	TA2009032	TA2102920	TA2107937	TA2113041	TA2204160	TA2212175
TA2004046	TA2009033	TA2102921	TA2107938	TA2113042	TA2204161	TA2213372
TA2004047	TA2009034	TA2102922	TA2107939	TA2113655	TA2204162	TA2213373
TA2004048	TA2009035	TA2102927	TA2107940	TA2113656	TA2204163	TA2213374
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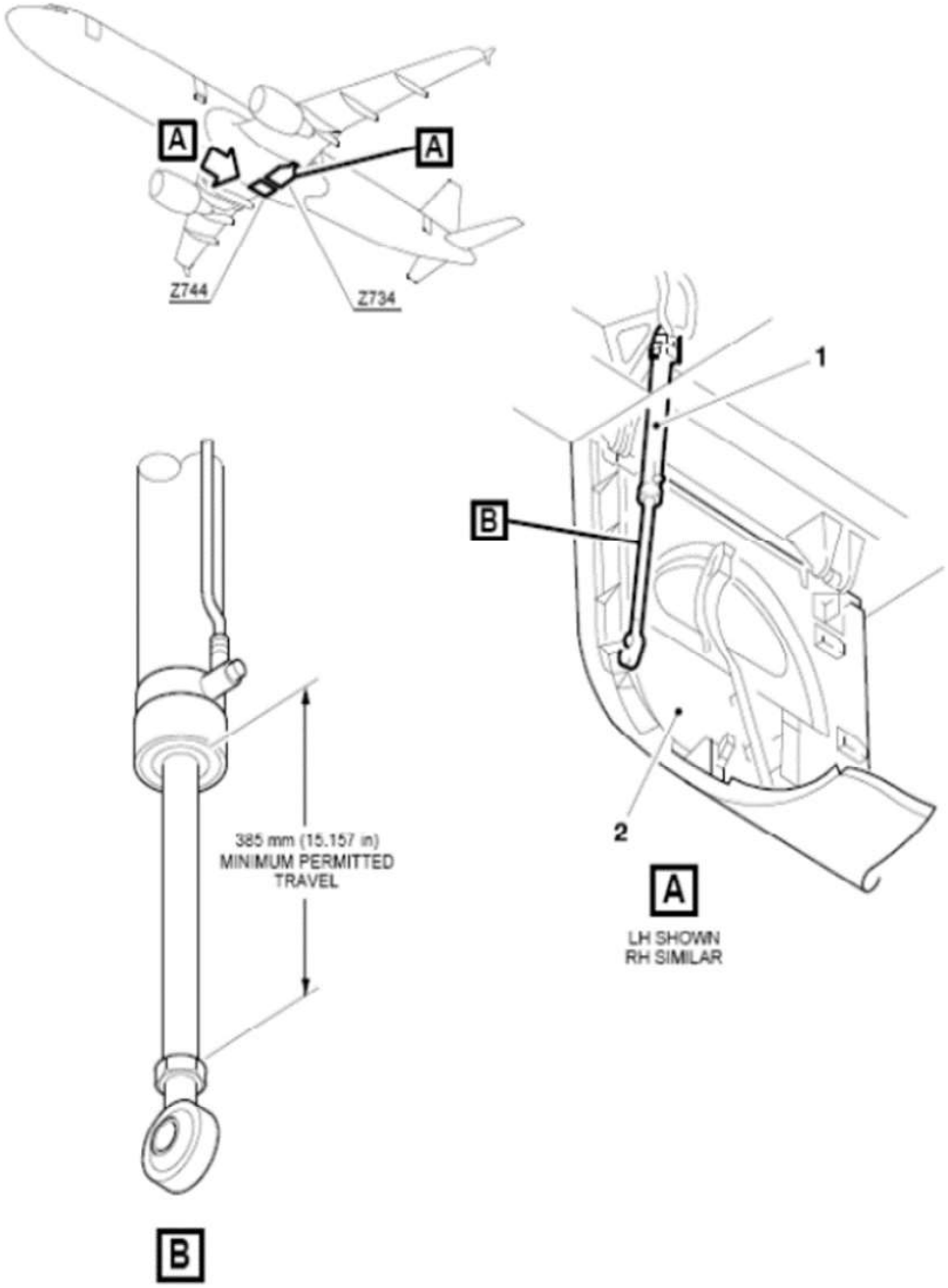
APPENDIX 2 - MLG Door Actuator inspection measurement



APPENDIX 3 - MLG Door Actuator reporting sheet

OPERATOR		A/C TYPE		MSN		REGISTRATION	

DATE OF INSPECTION		PLACE OF INSPECTION	

ACTUATING CYLINDER INFORMATION

P/N		S/N		POSITION ON AIRCRAFT	

DIMENSION 'A' MEASUREMENT	

DATE OF INSTALLATION		FLIGHT CYCLES SINCE INSTALLATION		FLIGHT CYCLES SINCE NEW	

SELECT THE CORRECT ANSWER

ACTUATOR MOVEMENT	☐	SMOOTH	☐	INTERMITTENT	☐	SUDDEN	

MORE INFORMATION

APPENDIX 4 - Repair procedure - MLG Door Actuator replacement and hydraulic lines flushing.

Job Set-up Information

Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	AR	SAFETY BARRIER(S)
No specific	AR	WARNING NOTICE(S)
No specific	AR	MLG door actuator safety collars
No specific	AR	NLG door safety pin
No specific	1	Ground Hydraulic Cart (capable of delivering a flow rate of at least 80 litres/minute at 203 bar).
98D32603000000	4	Flight Ground Simulation Plate
98F32304000000	6	MLG False Target

Components

REFERENCE	QTY	DESIGNATION
MS21902J6	4	UNION
AE2460010G0360	2	HOSE
MS21914-6J	4	CAP
MS24665-153	1	PIN

Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
734	MAIN DOOR
744	MAIN DOOR

(1) PREPARATION

WARNING: MAKE SURE THAT YOU OBEY ALL THE WARNINGS AND ALL THE CAUTIONS INCLUDED IN THE REFERENCED PROCEDURES.

WARNING: MAKE SURE THERE ARE NO PERSONNEL NEAR THE FREE-FALL MECHANISM CABLES BEFORE YOU TURN THE GRAVITY GEAR EXTN HANDLE. INJURY CAN OCCUR IF PERSONNEL OR LOOSE CLOTHING BECOME CAUGHT IN THE FREE-FALL MECHANISM.

WARNING: PUT THE SAFETY DEVICES AND THE WARNING NOTICES IN POSITION BEFORE YOU START A TASK ON OR NEAR:

- THE FLIGHT CONTROLS

- THE FLIGHT CONTROL SURFACES

- THE LANDING GEAR AND THE RELATED DOORS

- COMPONENTS THAT MOVE.

WARNING: OBEY THE HYDRAULIC SAFETY PROCEDURES.

WARNING: DO NOT GET THE FLUID ON YOUR SKIN OR IN YOUR EYES. IF YOU DO:

- FLUSH IT AWAY WITH CLEAN WATER

- GET MEDICAL AID.

WARNING: OBEY THE WARNINGS AND CAUTIONS IN THE REFERENCED AMM TASKS.

WARNING: MAKE SURE THAT THE CONTROLS AGREE WITH THE POSITION OF THE ITEMS THEY OPERATE BEFORE YOU PRESSURIZE A HYDRAULIC SYSTEM. UNWANTED MOVEMENT OF HYDRAULICALLY OPERATED ITEMS CAN CAUSE SERIOUS INJURY AND/OR DAMAGE.

CAUTION: ALWAYS OBEY THE PRECAUTIONS THAT FOLLOW TO KEEP ELECTRICAL WIRING IN A SATISFACTORY CONDITION (ELECTRICALLY AND MECHANICALLY SERVICEABLE). WHEN YOU DO MAINTENANCE WORK, REPAIRS OR MODIFICATIONS, ALWAYS KEEP ELECTRICAL WIRING, COMPONENTS AND THE WORK AREA AS CLEAN AS POSSIBLE. TO DO THIS:

- PUT PROTECTION, SUCH AS PLASTIC SHEETING, CLOTHS, ETC; AS NECESSARY ON WIRING AND COMPONENTS.

- REGULARLY REMOVE ALL SHAVINGS, UNWANTED MATERIAL AND OTHER CONTAMINATION. THESE PRECAUTIONS WILL DECREASE THE RISK OF CONTAMINATION AND DAMAGE TO THE ELECTRICAL WIRING INSTALLATION.

IF THERE IS CONTAMINATION, REFER TO ESPM 20-55-00.

(1) Job Set-up

(a) Make sure that the aircraft is electrically grounded, refer to AMM Task 12-34-24-869-002.

(b) Make sure that the safety barriers are in position.

(c) In the cockpit on the panel 400VU:

- Make sure that the L/G control-lever 6GA is in the DOWN position

- Put a WARNING NOTICE(S) in position to tell persons not to operate the landing gear.

(d) Put the WARNING NOTICE(S) adjacent to the landing gear doors to tell persons not to go near the landing gear doors.

(e) Do the Job Set-up procedures as specified in the Removal of the MLG Door Actuating Cylinder, refer to AMM Task 32-31-35-000-001.

(2) PROCEDURE

(1) Start to Flush the Contamination from the Landing Gear Extension and Retraction System

(a) Energize the aircraft electrical circuits using external ground power, refer to AMM Task 24-41-00-861-002.

(b) Depressurize the Green and Yellow Hydraulic Systems, refer to AMM Task 29-10-00-864-001 and AMM Task 29-10-00-864-002.

(c) Open the Nose Landing Gear (NLG) doors for access, refer to AMM Task 32-22-00-010-001.

(d) Open the LH and RH Main Landing Gear (MLG) doors for access, refer to AMM Task 32-12-00-010-001.

(e) Install the safety devices to all the landing gear doors, refer to AMM Task 32-00-00-481-002.

(f) Install the safety devices on all the landing gear, refer to AMM Task 32-00-00-481-001.

(g) Disconnect the PTU isolation coupling, refer to AMM Task 29-23-00-860-001.

(h) Depressurize the Green Hydraulic System reservoir, refer to AMM Task 29-14-00-614-001.

(i) Do the flight configuration precautions, refer to AMM Task 32-00-00-860-001.

(j) On the weight on wheels proximity sensors 20GA, 21GA, 22GA, 23GA, 24GA and 25GA install False Target MLG 98F32304000000 (illustration 1).

NOTE: This simulates S/A extended and removes the baulk on the L/G control lever.

(k) On the MLG Door Open proximity sensors 32GA, 33GA, 34GA and 35GA Install: 98D32603000000 Simulation Plate Flight Ground (illustration 2).

NOTE: This simulates 'MLG Doors not open', and prevents the L/G Extend and Retract commands from being generated.

(l) Check that the LH and RH doors show amber "in transit" on the ECAM WHEEL page.

(m) Disconnect the LH MLG door actuator from the swivel joint assembly 2763GM, refer to AMM Task 32-31-35-000-001.

(n) Disconnect the RH MLG door actuator from the swivel joint assembly 2764GM, refer to AMM Task 32-31-35-000-001.

(o) Install Cap (item 3) MS21914-6J to the RH and the LH MLG Door Actuator connections (illustration 3).

(p) Connect together, the door open and door close connections of the swivel joint 2763GM with 1 Hose (item 2) AE2460010G0360 and 2 Unions (item 1) MS21902J6 (illustration 3).

(q) Connect together, the door open and door close connections of the swivel joint 2764GM with 1 Hose (item 2) AE2460010G0360 and 2 Unions (item 1) MS21902J6 (illustration 3).

(r) Pressurize the Green Hydraulic System reservoir, refer to AMM Task 29-14-00-614-002.

(s) Connect the ground hydraulic power-cart to the Green Hydraulic System, refer to AMM Task 29-10-00-863-001.

(t) Flush the LH and RH MLG Door Open and Close Lines as follows.

1) In the cockpit, ensure the L/G control lever is in the DOWN position.

2) Set the ground hydraulic power-cart to low flow and pressurize the Green Hydraulic System to 150 BAR (2175 PSI), refer to AMM Task 29-10-00-863-001.

3) Move the LH MLG door ground door opening handle to the CLOSED position, refer to AMM Task 32-12-00-410-001.

NOTE: The LH and RH doors stay open.

4) In the cockpit, move the L/G control lever to the UP position.

5) Pressurize the Green Hydraulic System using the Ground Hydraulic PowerCart, refer to AMM Task 29-10-00-863-001

- Flushing of the LH MLG door actuator hydraulic lines will now start
- Adjust the ground hydraulic power-cart to achieve a supply pressure of 160 BAR (2321 PSI)
- Continue flushing for 3 minutes
- Stop the flow from the ground hydraulic power-cart.

6) Move the LH MLG door opening handle to the OPEN position, refer to AMM Task 32-12-00-010-001.

7) In the cockpit, move the L/G control lever to the DOWN position.

8) Set the ground hydraulic power-cart to low flow, and pressurize the Green Hydraulic System to 150 BAR (2175 PSI), refer to AMM Task 29-10-00-863-001.

9) Move the RH MLG door ground door opening handle to the CLOSED position, refer to AMM Task 32-12-00-410-001.

NOTE: The LH and RH doors stay open

10) In the cockpit, move the L/G control lever to the UP position.

11) Pressurize the Green Hydraulic System using the Ground Hydraulic PowerCart, refer to AMM Task 29-10-00-863-001

- flushing of the RH MLG door actuator hydraulic lines will now start
- adjust the ground hydraulic power-cart to achieve a supply pressure of 160 BAR (2321 PSI)
- continue flushing for 3 minutes
- stop the flow from the ground hydraulic power-cart.

12) In the cockpit, move the L/G control lever to the Down position.

13) Move the RH MLG door ground door opening handle to the OPEN position refer to AMM Task 32-12-00-010-001.

(u) Remove the Flushing Hose and Reconnect the MLG Door Actuator Hydraulic Lines as follows.

1) Depressurize the Green Hydraulic System, refer to AMM Task 29-10-00-864-001.

NOTE: It takes approximately 15 minutes for the hydraulic pressure in the system to fully depressurize.

2) Depressurize the Green Hydraulic System reservoir, refer to AMM Task 29-14-00-614-001.

3) Remove the Hose (item 2) AE2460010G0360 and the 2 unions (item 1) MS21902J6 from the LH MLG Door Actuator Swivel Joint 2763GM (illustration 3).

4) Remove the Hose (item 2) AE2460010G0360 and the 2 unions (item 1) MS21902J6 from the RH MLG Door Actuator Swivel Joint 2764GM (illustration 3).

5) Remove the Caps (item 3) from the LH and the RH Actuator connections.

(2) Replacement of the suspected MLG Door Actuator

(a) Remove and replace the suspected MLG Door Actuator. Refer to AMM task 32-31-35-000-001-A - Removal of the MLG Door Actuating-Cylinder and AMM task 32-31-35-400-001-A - Installation of the MLG Door Actuating-Cylinder.

NOTE: Any MLG Door Actuator P/N114122015 is considered suspected if its S/N is listed in appendix 1 and there is no reference “PINSP” scribed on the amendment plate.

NOTE: The suspected MLG Door Actuator must be replaced by a MLG Door Actuator not listed in appendix 1 of AOT A32N033-24 at rev 02 or listed in appendix 1 of AOT A32N033-24 at rev 02 with the reference “PINSP” scribed on the amendment plate.

NOTE: The replacement actuator must be mechanically and hydraulically connected. However, do not do the test at this time.

(b) Record the applicable data of the removed part on the reporting sheet appendix 3 and send one copy to AIRBUS (see paragraph 8. REPORTING) and send one copy to TRIUMPH or MRO AAR with the removed part (see paragraph 5.7 SPARES AND TOOLING for more details).

(c) Return the removed suspected MLG Door Actuator to TRIUMPH or MRO AAR (see paragraph 5.6.3.3-1 Return the suspected MLG door actuator or 5.7 SPARES AND TOOLING for more details).

(3) Complete the Flushing Procedure

(a) Install the safety devices on the newly installed MLG door actuator(s), refer to AMM Task 32-00-00-481-002.

(b) Pressurize the Green Hydraulic System reservoir, refer to AMM Task 29-14-00-614-002.

(c) Flush the LH and RH MLG Door Free Fall Extension Lines:

1) Disconnect the MLG vent valve input lever from the pushrod (illustration 4), Remove the Pin-Cotter MS24665-153 (item 8), the Nut (item 7), the Bolt (item 4), the Washer (item 6) and the Bush (item 5).

2) Manually operate the MLG vent valve to the OPEN position (move the lever in the clockwise direction until it reaches its internal stop).

3) Make sure that the safety devices are installed on the MLG door actuators, refer to AMM Task 32-00-00-481-002.

4) Make sure that the Simulation Plates are still fitted to the MLG door open proximity sensors 32GA, 33GA, 34GA and 35GA (illustration 2).

5) In the cockpit, move the L/G control lever to the UP position.

6) Make sure that the RH MLG door opening handle is in the CLOSED position and that the LH MLG door opening handle is in the OPEN position.

7) Pressurize the Green Hydraulic System using the Ground Hydraulic Power Cart, refer to AMM Task 29-10-00-863-001:

- Flushing of the LH MLG door actuator free fall hydraulic lines will now start
- Adjust the ground hydraulic cart to achieve a supply pressure of 160 BAR (2321 PSI)
- Continue flushing for 3 minutes
- Stop the flow from the ground hydraulic-cart.

8) Move the RH MLG door opening handle to the OPEN position, refer to AMM Task 32-12-00-010-001.

9) In the cockpit, move the L/G control lever to the DOWN position.

10) Set the ground hydraulic power-cart to low flow and pressurize the Green Hydraulic System to 150 BAR (2175 PSI), refer to AMM Task 29-10-00-863-001.

11) Move the LH MLG door ground opening handle to the CLOSED position, refer to AMM Task 32-12-00-410-001.

NOTE: The LH and RH MLG doors stay open.

12) In the cockpit, move the L/G control lever to the UP position.

13) Pressurize the Green Hydraulic System using the Ground Hydraulic PowerCart, refer to AMM Task 29-10-00-863-001:

- Flushing of the RH MLG door actuator free fall hydraulic lines will now start
- Adjust the ground hydraulic cart to achieve a supply pressure of 160 BAR (2321 PSI)
- Continue flushing for 3 minutes
- Stop the flow from the ground hydraulic-cart.

14) Depressurize the Green Hydraulic System, refer to AMM Task 29-10-00-864-001.

15) In the cockpit, move the L/G control lever to the DOWN position.

(d) Restore the Landing Gear Extension/Retraction System.

1) Move the MLG vent valve lever to the CLOSED position.

2) Reconnect the MLG vent valve to the pushrod. Install the Bolt (item 4), the Bush (item 5), the Washer (item 6) and the Nut (item 7) Retained at removal (illustration 4).

3) Use Pin-Cotter MS24665-153 to Safety the nut Item (item 7) (illustration 4).

4) Move the LH MLG door opening handle to the OPEN position, refer to AMM Task 32-12-00-010-001.

5) Remove the Flight Ground Simulation Plates (98D32603000000) from the MLG door open proximity switches 32GA, 33GA, 34GA and 35GA (illustration 2).

(e) Confirm Correct Reconnection of the MLG Free Fall Vent Valve:

1) Make sure that the aircraft is correctly chocked.

2) Release the Parking brake, refer to AMM Task 10-11-00-555-015.

NOTE: The L/G freefall handle contacts the parking brake switch in the ON position.

3) In the cockpit, operate the L/G freefall handle.

- Unstow the handle and operate 3 full turns in a clockwise direction.

4) At the MLG vent valve make sure that:

- The MLG vent valve lever operates and moves to the OPEN position.

5) In the cockpit, reset the L/G freefall handle:

- Operate the handle 3 full turns in an anti-clockwise direction, then return the handle to the stowed position.

6) At the MLG vent valve make sure that:

- The MLG vent valve lever operates and moves to the CLOSED position.

7) Check that the rigging holes align on the following Free Fall System equipment, Refer to AMM Task 32-00-00-860-003:

- The three-landing gear uplocks
- The three-landing gear door uplocks
- The two landing gear vent valves
- The landing gear cut - out valve.

8) Select the parking brake to ON.

(3) TEST

(a) Do the test procedure, refer to AMM Task 32-12-00-710-002.

(b) Do the preparation for test procedures as specified in the Installation of the MLG Door Actuating Cylinder, refer to AMM Task 32-31-35-400-001.

(c) Do the test procedures as specified in the Installation of the MLG Door Actuating Cylinder, refer to AMM Task 32-31-35-400-001.

(4) CLOSE-UP

(a) Do the 'Check of the Filters in the Green Hydraulic System' procedure, as specified in the 'Check of the Clogging Indicators of the Hydraulic System Filters (Other than the two Case Drain Filters of the Engine-Driven Pumps), refer to AMM Task 29-10-00-210-002.

(b) Check that the hydraulic fluid level in the Green System hydraulic reservoir is correct, refer to AMM Task 29-10-00-200-001.

(c) Remove the False Targets from the weight on wheels proximity switches 20GA, 21GA, 22GA, 23GA, 24GA and 25GA (Illustration 1).

(d) Apply corrosion protection to the connectors of the LH and RH swivel joint assemblies (2763GM and 2764GM) and the adjacent areas, refer to AMM Task 51-75-13-916-002.

(e) Do the Close-Up procedure as specified in AMM Task 'Installation of the MLG Door Actuator', refer to AMM Task 32-31-35-400-001.

(f) Remove the safety devices from the landing gear, refer to AMM Task 32-00-00-081-001.

(g) Disconnect the hydraulic power cart and remove away from the aircraft.

(h) Make sure that the work areas are clean and clear of tools and other items of equipment.

(i) Put the aircraft back to its initial configuration.

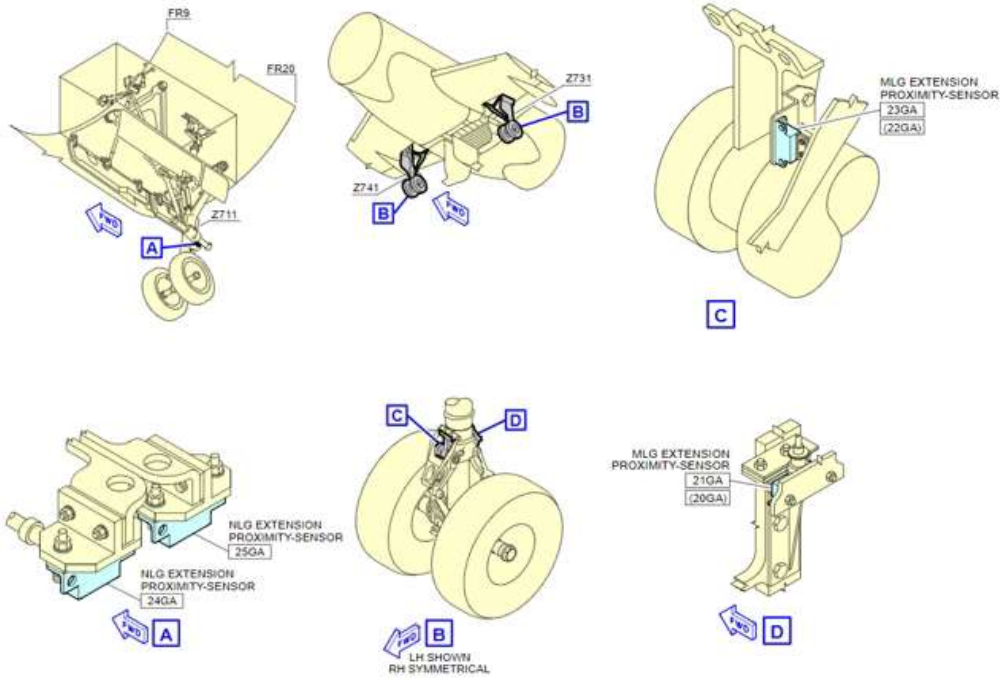


Illustration 1 - MLG Extension Proximity Sensor

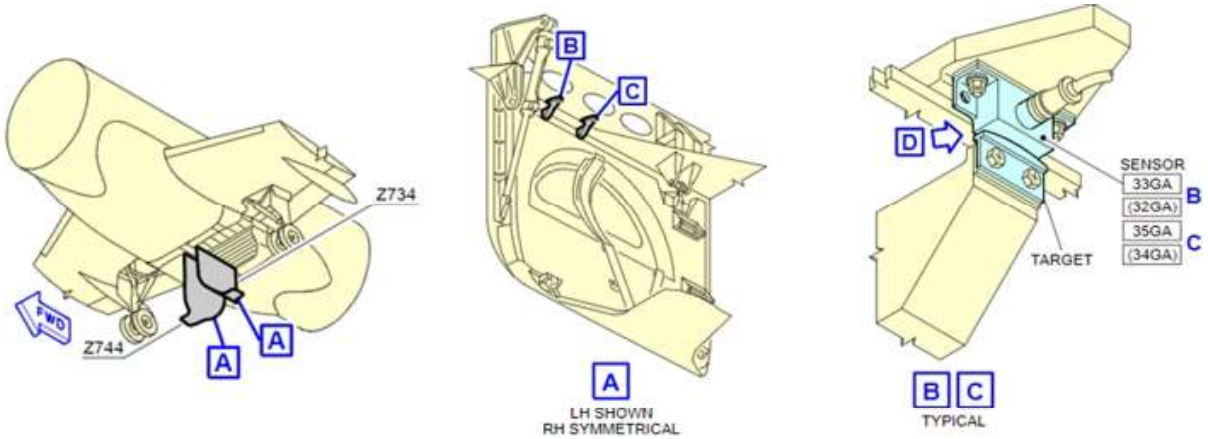


Illustration 2 - MLG Door Open Proximity Sensor

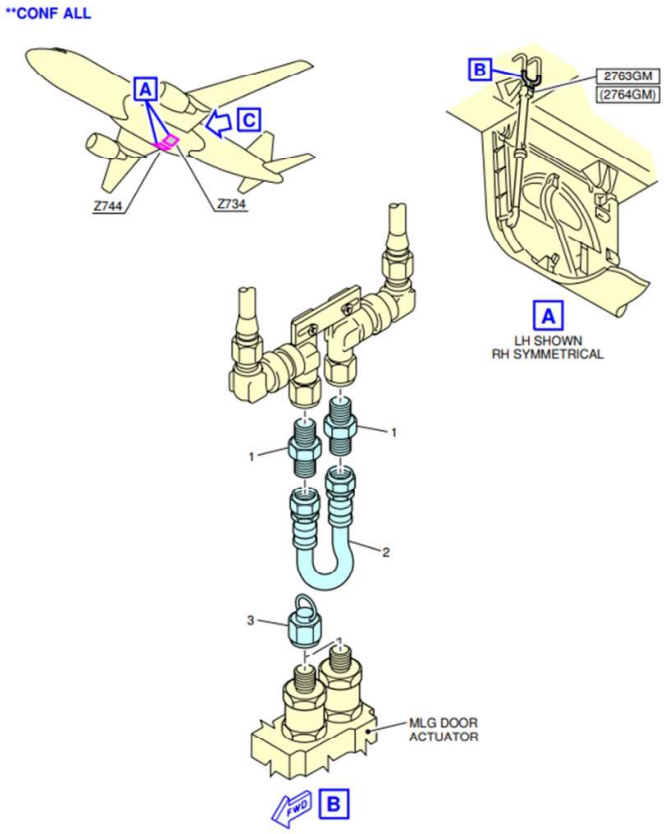


Illustration 3 - Flushing of the MLG Door Actuator Pipelines

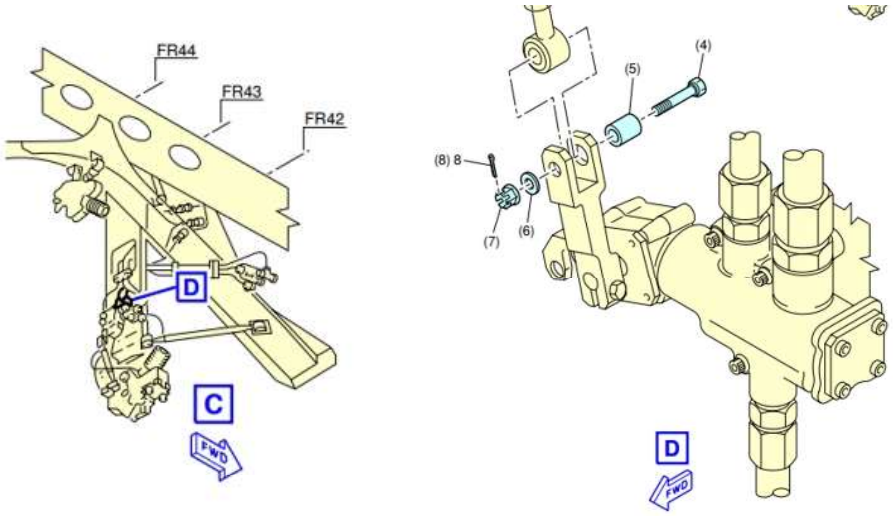


Illustration 4 - MLG Door Actuator Pipelines

BEG REV

Appendix 5 - Procedure for on aircraft detailed inspection of the suspected MLG door actuators with X-ray in accordance with the Vendor Service Bulletin (VSB) 114122-32-108 Revision 1 or any later revision

WARNING:
MAKE SURE THAT ALL THE CIRCUITS IN MAINTENANCE ARE ISOLATED BEFORE YOU SUPPLY ELECTRICAL POWER TO THE AIRCRAFT. UNWANTED ELECTRICAL POWER CAN CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.
CAUTION:
DO NOT USE A GROUND POWER UNIT WITH A CAPACITY LESS THAN 90 KVA. IF YOU USE A LESS POWERFUL UNIT :
- **AN OVERLOAD OF THE GROUND POWER UNIT COULD OCCUR**
- **IT COULD BE NECESSARY TO RESET MANY COMPUTERS ON THE AIRCRAFT.**

WARNING:
MAKE SURE THAT THE GROUND SAFETY-LOCKS ARE IN POSITION ON THE LANDING GEAR. THIS WILL PREVENT UNWANTED MOVEMENT OF THE LANDING GEAR, AND THUS POSSIBLE INJURY TO PERSONS AND DAMAGE TO THE AIRCRAFT AND/OR EQUIPMENT.
WARNING:
BEFORE YOU DO WORK ON THE HYDRAULIC SYSTEM, MAKE SURE THAT YOU OBEY THE HYDRAULIC SAFETY PROCEDURES. THIS WILL PREVENT INJURY TO PERSONS AND/OR DAMAGE TO THE AIRCRAFT.
WARNING:
MAKE SURE THAT THE SAFETY DEVICES AND THE WARNING NOTICES ARE IN POSITION BEFORE YOU START A TASK ON OR NEAR:
- THE FLIGHT CONTROLS
- THE FLIGHT CONTROL SURFACES
- THE LANDING GEAR AND RELATED DOORS
- THE CARGO DOORS
- OTHER COMPONENTS THAT MOVE.
MOVEMENT OF COMPONENTS CAN KILL OR CAUSE INJURY TO PERSONS AND/OR DAMAGE TO EQUIPMENT.
CAUTION:
MAKE SURE THAT THE ITEMS IN THE "FIXTURES, TOOLS, TEST AND SUPPORT EQUIPMENT" PARAGRAPH ARE APPLICABLE TO YOUR AIRCRAFT. REFER TO THE APPLICABLE SUBTASKS.

WARNING:
MAKE SURE THAT THE WHEEL CHOCKS ARE IN POSITION. MOVEMENTS OF THE AIRCRAFT COULD BE DANGEROUS.

NOTE:
This procedure must be done by personal with the appropriate Radiation Protection Supervisor (RPS) training and approval.

WARNING:
MAKE SURE THAT ALL PERSONS ARE EVACUATED TO A SAFE PLACE OR DISTANCE FROM THE X-RAY AND OBEY ALL LOCAL AND REGULATORY SAFETY REQUIREMENTS. PLACE WARNING NOTICES AT SUITABLE LOCATIONS. IONISING RADIATION CAN CAUSE INJURY AND

LONG TERM HEALTH PROBLEMS TO PERSONS.

1.Reason for the Job
The reason for the job is to 'X Ray' the MLG Door actuator on aircraft, to examine the Locking Ring, in accordance with the Vendor Service Bulletin (VSB) 114122-32-108 Rev 01 or any later revision

2. Job Set-up Information

A. Fixtures, Tools, Test and Support Equipment

REFERENCE	QTY	DESIGNATION
No specific	1	ACCESS PLATFORM 3M (10 FT)- ADJUSTABLE
No specific	AR	WARNING NOTICE(S)
DAH610079	1	COLLAR-SAFETY,DOOR MLG (Optional)
No specific	1	STRAP RATCHET (800kg 4m 25mm wide endless ratchet strap)
See VSB	1	Support Bracket (or equivalent)
No specific	1	Teledyne CPBattery X-Ray Generator (or equivalent)
No specific	1	Teledyne 1510XR Digital Radiography Detector (or equivalent)

B. Work Zones and Access Panels

ZONE/ACCESS	ZONE DESCRIPTION
734	MAIN DOOR LH
744	MAIN DOOR RH

C. Referenced Information

REFERENCE	DESIGNATION
AMM TASK 29-10-00-864-001	Put the Hydraulic Systems in the Depressurized-for-Maintenance

	Configuration Before Maintenance With No Disconnection of the Hydraulic Lines/Components (Reservoir Pressurized)
AMM TASK 32-12-00-010-001-A	Open the MLG Doors for Maintenance

3. Job Set-up

A. Aircraft Maintenance Configuration

1. Energize the ground service network

   Ref. AMM TASK 24-41-00-861-002.

2. Make sure that the Green hydraulic system is depressurized

   Ref. AMM TASK 29-10-00-864-001

3. Depressurize the reservoir of the Green hydraulic system

   Ref. AMM TASK 29-14-00-614-001

B. Safety Precautions

- On the panel 400VU:
- Make sure that the landing-gear control-lever 6GA is in the DOWN position
- Put a WARNING NOTICE(S) in position to tell persons not to operate the landing gear.
- On center pedestal 11VU:
- Make sure that the GRAVITY GEAR EXTN handle is folded into the center console.
- Put the WARNING NOTICE(S) in position to tell persons not to operate the GRAVITY GEAR EXTN handle.

1) Make sure that the Green hydraulic system is in the depressurized Ref. AMM TASK 29-10-00-864-001.
   - Put the WARNING NOTICE(S) in position to tell persons not to pressurize the Green hydraulic system:
     - On panel 40VU in the cockpit
     - On the ground service panel of the Green hydraulic system.

2) Make sure that the Main Landing Gear (MLG) wheel chocks are in position.

C. Get Access

1) Open the applicable Main Landing Gear (MLG) door Ref. 32-12-00-010-001

   NOTE: Do not complete 4.A.1) - Installation of the SLEEVE_GROUND LOCK (DAH602734)

4. Procedure

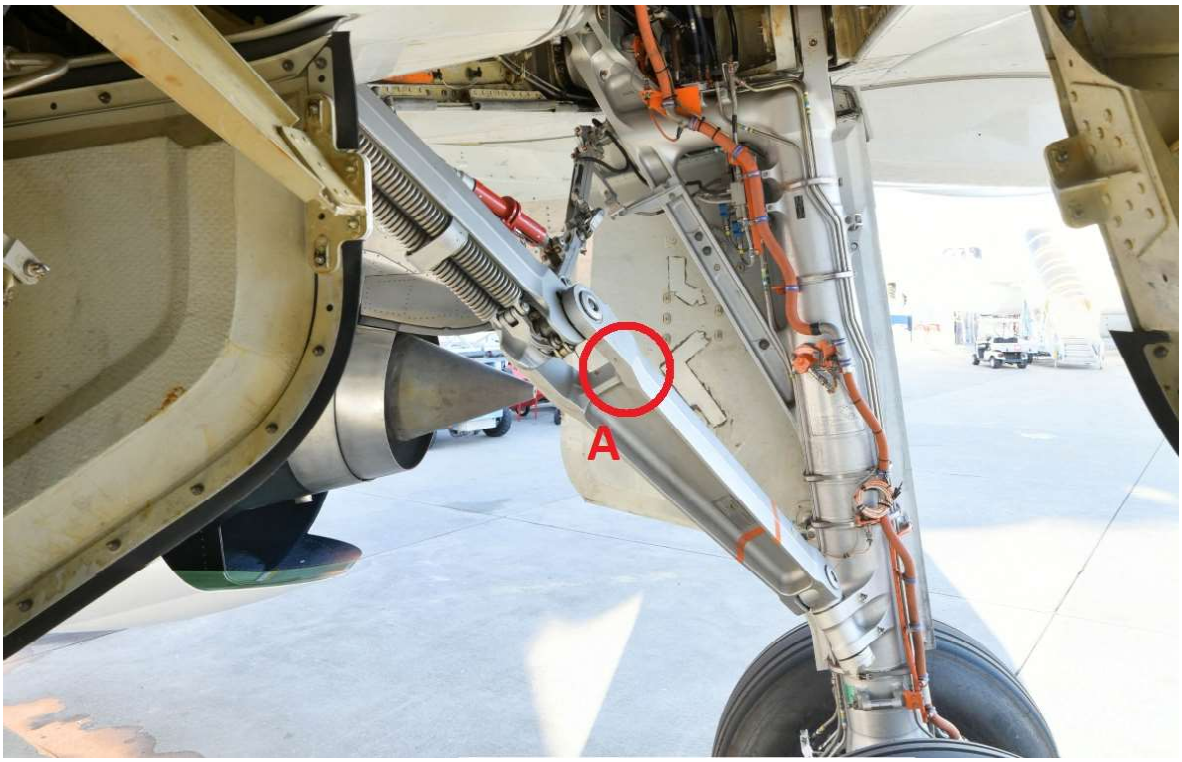
A. Installation of the Safety Devices

1) If using the SLEEVE-GROUND LOCK (DAH610079) , install on the applicable MLG door actuating-cylinder Ref. AMM TASK 32-00-00-481-002.

   If not using the SLEEVE-GROUND LOCK (DAH610079), move to 2).

2) Attach the RATCHET STRAP (No Specific) to the Side stay and MLG-door uplock roller:
   a. Ensure the RATCHET STRAP is in functioning condition.
   b. Place a CLOTH around the lower Side stay (A).
   c. Secure the RATCHET STRAP from MLG-door uplock roller to the lower Side stay (A).

   NOTE: Avoid attaching the RATCHET STRAP to any forms of ancillaries or joints.



3) Retraction of the MLG-door:

   a. If using the SLEEVE-GROUND LOCK (DAH610079), move the MLG Door up with the ratchet strap until it cannot retract any further.

   CAUTION: Do not attempt to retract it any further when using the SLEEVE-GROUND LOCK (DAH610079). Retracting further will cause deformation or bending of the MLG-door.

   b. If the SLEEVE-GROUND LOCK (DAH610079) is NOT being used, move the MLG Door up with the ratchet strap until the MLG Door actuator rod length is

measured between 330mm-340mm, as per VSB 114122-32-108 revision 1 (or any further later revision) paragraph 3.C.(7) (a).

B. Installation of X-Ray equipment
Refer to VSB 114122-32-108 revision 1 (or any further later revision) paragraph 3.C.(6) and (7)

C. Follow the X-Ray Procedure Safety Considerations
As per VSB 114122-32-108 revision 1 (or any further later revision) paragraph 3.C. (7)

D. Perform the X-Ray inspection procedure
As per VSB 114122-32-108 revision 1 paragraph 3.C.(6) (7) (8) (9) and 3.D.

5. Close-up

A. Removal of Equipment
a. Disconnect all X-Ray equipment and pack them away.

B. Detach RATCHET STRAP
a. Support the MLG-Door as you detached the ratchet strap.
b. Clean the surface of the Side stay with CLOTH.

C. Removal of Safety Devices
a. Remove the pins from the SLEEVE-GROUND LOCK (DAH610079) if using.
b. Remove the SLEEVE-GROUND LOCK (DAH610079) if using from each of the piston rods of the MLG door actuating cylinders.

D. Close the applicable landing gear door/s:
a. MLG doors Ref. AMM TASK 32-12-00-410-001

E. Removal of Equipment
a. Make sure that the work area is clean and clear of tools and other items.
b. Remove the safety barriers.
c. Remove the WARNING NOTICE(S).
d. Remove the ground support and maintenance equipment, the special and standard tools and all other items.

END REV